

were imported pursuant to contracts executed after 11/5/90.

**Burden Estimate:** The estimated burden is 280 hours annually.

2. **Title:** Alcohol Misuse Prevention Program for Personnel Engaged in Specified Aviation Activities.

OMB No. 2120-0571.

**Type of Request:** Extension of A Currently Approved Collection.

**Affected Public:** The respondents are an estimated 5,300 specified aviation employers.

**Abstract:** This regulation requires specified aviation employers to implement an FAA-approved alcohol misuse prevention program, (AMPP), to provide the FAA with an AMPP certification statement, and to report annually on alcohol testing results.

**Burden Estimate:** The estimated burden is 14,000 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

**Comments are Invited on:** Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on December 23, 1996.

Phillip A. Leach,  
Clearance Officer, United States Department of Transportation.

[FR Doc. 97-383 Filed 1-7-97; 8:45 am]

BILLING CODE 4910-62-P

## Coast Guard

[CGD 96-070]

### National Baseline Requirements Group Meeting

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The Coast Guard is undertaking an effort to identify the minimum capabilities a Vessel Traffic Service (VTS) must have to serve its wide range of users. The Coast Guard needs to establish national baseline operating requirements that will permit

it to take advantage of available, off-the-shelf systems that will be less expensive to build and operate. In order to have a comprehensive representation of all waterway users, the Coast Guard has invited national representatives of several maritime organizations to provide input to assist in the development of these requirements. This is the first meeting of the National Baseline Requirements Group. There will be a series of 4-6 meetings which will continue through early 1997.

**DATES:** The meeting will be held January 15, 1997, from 9 a.m. to approximately 5 p.m.

**ADDRESSES:** The meeting will be held in the Marine Board Offices, National Academy of Science, 2001 Wisconsin Avenue, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Peter Johnson, Marine Board, National Academy of Science, 2001 Wisconsin Avenue, Washington, DC, telephone (202) 334-3157, fax (202) 334-3789.

**SUPPLEMENTARY INFORMATION:** Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify the person listed above under the **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted prior to, during, or after the meeting.

The agenda for the meeting consists of the following items:

- (1) VTS Program Update and VTS Authority.
- (2) Overview of Coast Guard Mission Needs.
- (3) Scope—Critical Areas for VTS.
- (4) Coast Guard Strawman Operational Requirements Menu and Coast Guard Expectations and Needs.
- (5) Development of Minimum Safety Baseline VTS.
- (6) Plans for Next Meeting.
- (7) Adjournment.

Dated: December 31, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97-421 Filed 1-7-97; 8:45 am]

BILLING CODE 4910-14-M

## National Highway Traffic Safety Administration

[Docket No. 96-126; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1986 Mazda RX-7 Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1986 Mazda RX-7 passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1986 Mazda RX-7 that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is February 7, 1997.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

### SUPPLEMENTARY INFORMATION:

#### Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.